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NEWS OF THE FAR EAST
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With which is incorporated the
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Hongkong Daily Press.

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No. 15,986. 第六十八百九千五第 日一初月六年元統宣 HONGKONG, SATURDAY, JULY 17TH, 1909. 六拜禮 號七十月七年九零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 26th April, 1909.

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VERTS ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 17TH 1909.

One of the most curious instances of the awakening sensitiveness of the obstructionists in China as to what they parade as "Lost Sovereign Rights," is afforded by the tale of a wireless electric apparatus recently installed at the Palace Hotel in Shanghai. That the Chinese have here the letter of international law on their side only adds to the absurdity of the position in which they present themselves before the eyes of the world. The Palace Hotel at Shanghai is a new building, not yet entirely completed, and is an edifice of considerable pretensions, attaining the greatest height permissible under local regulations, and having at that height a roof garden. Practically it overlooks the entire of the Foreign Settlements, and has a very extensive outlook over the approaches from the sea. Under the circumstances when the exterior of the building was approaching completion, and its commanding aspect became evident, it struck the management that one of the towers could with advantage to the port and shipping be utilised for the instalment of a wireless telegraphic station. When spoken of to him the Senior Naval Officer expressed his approval and offered to give what assistance lay in his power, and the principal Consular officials at once saw the benefit of the suggestion. It never seems to have occurred to any of these that the Chinese Government would fail to see the advantage in its own interest of the installation, while all were prepared if required that the system should be worked under licence. Instead of pointing out that, according to recent international arrangements the European Powers

having determined amongst themselves that, in view of future developments, they had determined to place wireless telegraphy under the auspices of the governments of the various States, who had decided, each within its own sphere, to make it a State monopoly, the Chinese Government, in view of its possible importance within the near future, was desirous of coming to some common understanding with the other Powers, the first that was heard of the affair by the Foreign Legations at Peking was a peremptory demand from the Waiwupu that they should at once order the removal of the offending installation.

It was quite true that in Europe the Powers had decided to hold the installation of wireless telegraphy entirely in their own hands; but this had been done in a formal manner by common consent, and this new principle of international law, though proceeding on old and well understood general principles, was after all but a few months old, and though the Powers were quite willing to extend to China the general principle, the particular instance was an exceptional one, and in the meanwhile much was to be said in its favour. It had been erected within the Foreign Settlements at Shanghai; and although no one was going to plead that these were other than Chinese soil, and as such were amenable to China's sovereign rights not expressly alienated, there were other things to be taken into consideration. The installation had already been found of considerable benefit to ships using the port. Many of the trans-Pacific liners were already fitted with apparatus, and both they and the British fleet, at least, had been able to communicate at long distances. China on her side had not made any proposal to erect on her own account, either at Shanghai or elsewhere, any installation of her own, so that the plea of interference could not under existing circumstances be raised. In view of the great importance of the trade of Shanghai, and the very large proportion carried in foreign ships, the Governments were certainly entitled to require that China should either instal a system of her own, or should grant a licence for the continuance of the present system till she was in a position to undertake the service herself. On the other hand, seeing that there has been no attempt at evading any arrangements of China made beforehand, it is no hardship on China that when taking over the existing installation she should be asked to pay a fair remuneration for the expense undergone.

It is indicative in this as in other cases where China has been putting forward her own claims under the plea that she is only seeking to recover her "lost sovereign rights" that her advisers have forgotten that in all these cases she has duties as well as rights. In no case, as we have shown, has any right once exercised by China been called in question. Though repeatedly suggested by the Powers she had, as in the case of her post offices, never established an imperial service, but has left such service as existed to be carried out by private individuals, the innovation of the rights here and elsewhere has been entirely on her own side. Notoriously the first steps taken by Sir ROBERT HART towards the establishment of the Imperial Post Office were met at Peking with jealous dislike, and when Sir ROBERT HART proposed to divert some of the Customs revenue to the purpose of improving the new service, a refusal couched in none too polite terms was the reply. It was not, in fact, till making use of much funds as he had under his own control, he succeeded in making both ends meet that the slightest consideration was shown to his new bantling; and then the first symptom of appreciation of the service that he had conferred on it was an intrigue headed by the new Chief of Ways and Communications—since dismissed for gross peculation—to get possession of the new department. The new attempt at nipping in the bud the recent departure in the way of the introduction of wireless telegraphy, is quite on a par with other recent proceedings of the reactionary party, whose main object in recovering these imaginary "lost" rights is to open up for themselves, as in the case of the Telegraph Administration appropriated by SHENG KUNGLAO, what they conceive to be fine fat billets, and by no means to advance the interests of the State. The cry is doubtless a plausible one and had it any foundation in actual fact, or were there any evidence of rights once enjoyed having been perverted or compulsion been appropriated by foreign Powers, we should be the last to raise our voice against China's reasonable complaints.

As a fact, as we have shown, in nearly every instance, the assumption of services usually in Europe preoccupied by the State itself has proceeded from the entire absence with China of any organisation whatever that could be utilised for the purpose; and beyond and above this, the revolution

exhibited when one or other of the Powers concerned made suggestions that China herself should meet the requirements of commerce. Crucial instances of this deliberate action we have shown in postal facilities and coinage. China had, for want of any conception of any right being involved, compelled her own merchants to establish, throughout the empire a service of private post-offices; she certainly had no ground for complaint that the foreigner for the very same reason found it necessary to do what her own subjects had done for countless generations. Even worse was the case of the coinage; owing to the incapacity and dishonesty of successive governments, the people had found it a matter of actual necessity to take into their own hands the regulation of the currency, and the government stamp on a piece of money, so far from being a guarantee of purity and value, came actually to be the stamp of adulteration and false weight. It was through her own misconduct, and not through any encroachment on the part of any foreign Power or Powers, that long before the advent of the foreigner the Government attestation of the value or purity of any circulating money had become so hateful in the land, that to avoid worse consequences, the Government had perforce to withdraw (except in the case of the humble cash, whose weight confined its use to the petty retail trade of the village), from any interference with the circulating medium of the country, which fell into the more trustworthy hands of the private banks. We are quite prepared to hail as one of the surest signs of promise China's determination to fulfil her long neglected duties; but this does not blind us to the fact that the loudest in the cry of "Lost Sovereign Rights" is the very section who by ill faith and dishonesty brought China into its recent helpless condition and who for their own ends would willingly see restored the worst abuses of the reign of a Kia King or a Hsin-wung.

Mr. M. Noma, former Japanese Consul in Hongkong, has been appointed Consular second in command in Bangkok.

Inspector Gourlay presented five Chinese shopkeepers for having in their possession for use unjust weights and measures. They were each fined \$50.

Yesterday was remarkably light day at the Magistracy. Only two cases came before the Magistrate in the morning and in the afternoon some remand cases were dealt with.

The Seoul Press says:—"It is learned from Quelpart that about 3,000 inhabitants of that island have been attacked by small-pox and died this year."

A reception takes place on the Japanese flag ship *Oriana* this afternoon, when Commander Teragaki will be at home to his guests.

The assets and liabilities of Holliday, Wise and Co., in the Philippines have been taken over by Messrs. Wise and Co., Ltd., and Mr. R. E. Humphreys and Mr. L. Dyson have been authorised to sign for the firm.

The decrease in the exports from Nagasaki to Hongkong in 1908 was as much as £71,435, and the British Consul in his annual report remarks that "doubtless the boycott in South China is accountable for a large proportion of this."

What promises to be a prosperous branch of local commerce is engaging the activities of Chinwangtao. This is the export of slaughtered cattle to Vladivostok. The old Australian vessel, *Zonamnet*, has been fitted up as a refrigerating ship. The cattle are killed on board before the boat leaves.

Mr. Sternberg, the proprietor of the picture postcard shop in Queen's Road, prosecuted an employee for stealing views of Hongkong. Doubtless it was their commercial value rather than their beauty which led him into temptation. At any rate he was caught with a quantity secreted round his waist. Mr. Haselard sentenced him to fourteen days' imprisonment.

An Organ Recital is to be given at St. Peter's Church to-morrow evening, the programme being as follows:—
Organ Solo..... "Frolinde and Fugue No. 1"..... Mendelssohn
Tenor Solo..... "Comfort Ye" (Messiah)..... Handel

Rev. A. P. Crofton, B.A.
Organ Solo..... "Grand Overture in D"..... Bizet
Soprano Solo..... "And He shall feed his flock"..... (Messiah)..... Handel
Organ Solo..... "Andante Tranquillo"..... Sterndale Bennett

The Rev. A. Dallas Ennis, C.F., will be the preacher at the evening service, which commences at 6.30 p.m.

THE SAN FRANCISCO CELEBRATION

BRITISH WARSHIPS FROM THE CHINA STATION EXPECTED.

A cable from London to the San Francisco Chronicle states that the Foreign Office, in forwarding to the Admiralty the American invitation to participate in the naval review to be held at San Francisco next October to celebrate the rebuilding of the city after the fire of 1906, expressed the hope that it would be found possible to send at least a small fleet. It is expected, consequently, that several ships will be brought from the China station, the fleet being too short to dispatch a cruiser squadron.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE STRIKE IN HAWAII.

Tokyo, July 16th.

The strike situation in Hawaii is unchanged.

JAPAN AND KOREA.

Tokyo, July 16th.

The Press approves of the new arrangement in Korea, remarking that it is a step further in a protectorate regime, and also towards the abolition of ex-territoriality.

[BRUXELLES SERVICE TO THE "HONGKONG DAILY PRESS"]

STEAMER IN COLLISION WITH SUBMARINES.

ONE SUBMARINE LOST: ELEVEN MEN MISSING.

London, July 16th.

It is officially announced that an unknown steamer sank submarine C 11 off Lowestoft, and that the crew are lost.

Submarine C. 17 was damaged, but the crew saved.

Later information states that the steamer "Eddystone" got among a flotilla of submarines at midnight. She collided with and sank submarine C. 11. Lieuts. Broodie, and Watkins and three seamen were saved, but eleven are missing.

Submarine C. 17 was damaged by colliding with C. 16 when trying to evade.

The captain of the "Eddystone," interviewed, said that a dense fog prevailed at the time and he was unaware of the presence of warships until he was blinded by their searchlights.

H. M. the King and the Prince of Wales have sent messages of sympathy.

SHOOTING AT BISLEY.

London, July 16th.

Canada has won the Mackinnon Cup at Bisley with a score of 1,616. The Transvaal came second with a score of 1,514.

SEIZURE OF A JAPANESE WHALING SCHOONER.

London, July 16th.

It is reported from Seward, Alaska, that an American revenue cutter has seized the Japanese whaling schooner "Taki" while engaged in sealing near the Privyoff Islands, a group of volcanic origin in the Behring sea belonging to Alaska.

THE SHAH IN THE RUSSIAN LEGATION.

London, July 16th.

It is reported from Teheran that the Shah has taken refuge in the Russian Legation.

ELECTRIC TRAM PROFITS IN MANILA.

The Manila Electric Railroad and Light Company, during the past fiscal year, carried 10,701,859 passengers at an average rate of 9.9 centavos and an average cost of 5.3 centavos per passenger.

The total revenue from transportation amounted to P991,668.31 and the revenue from operation other than transportation P58,946.96, or a total of operating revenue amounting to P1,050,615.27.

The total operating expenses including taxes amounted to P569,398.76, giving a percentage of operating expenses to gross operating revenue of 53.7. These figures do not include the operation of the Manila suburban line to McKinley and Pasig.

The Manila Suburban line statistics are as follows: revenue from operation P158,432.55; total operating expenses and taxes P71,254.30 showing a percentage of operating expenses to gross operating revenue amounting to 45.5. A total of 2,087,786 passengers was carried, the receipts per passenger being 7.5 centavos and the average expense per passenger being 3.4 centavos.

SUPREME COURT.

Friday, July 16th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. (JUDGE).

AN ABSENT DEFENDANT.

The case was called on in which Mr. P. W. Goldring claimed from Mr. E. G. Jordan \$1,000 for rent.

Plaintiff appeared in person, and defendant was represented by Mr. Davidson of Messrs. Hastings and Hastings.

Mr. Goldring informed the Court that the defendant had left the Colony.

Mr. Davidson said he did not know that he had.

Mr. Goldring—He has. Everybody knows it. I have waited for months. My friend cannot have instructions, because the defendant has left the Colony.

Mr. Davidson—My friend told me a few days ago that the defendant had left, but I do not know that he has.

His Lordship—I will fix the case for to-morrow morning (to-day). If the man is found to be in the Colony, I can then fix another day.

Mr. Davidson—I cannot say whether he is here. He was in hospital, but since his discharge it has not been necessary for me to take any instructions from him.

His Lordship—You know this case was in to-day's list, and you come here without instructions. I must take the case to-morrow.

Mr. Davidson—For all I know his absence may be temporary.

His Lordship—If he was leaving the Colony he should have communicated with his solicitor. I can fix a day for the hearing later if I can be satisfied to-morrow that he will be here next week.

Mr. Davidson—It is for my friend to convince you that he had left.

Mr. Goldring—I can obtain any number of affidavits to that effect.

His Lordship—This is not a fresh case, and the plaintiff does not consent to an adjournment. If Mr. Davidson had not appeared I would have asked plaintiff to prove the case, and then given judgment. If defendant's solicitor says the defendant is here I will give him a day, if not, I will fix the hearing for to-morrow. His Lordship informed Mr. Davidson that if he found defendant was in the Colony he could give notice to Mr. Goldring.

AN EMIGRATION CASE.
Judgment was delivered in the action brought by Tam Yuen against Tam Han and Hip Sing promissory note.

Mr. F. X. d'Almeida e Castro (of Messrs. Almeida and Smith) represented the plaintiff, and Mr. Davidson (of Messrs. Hastings and Hastings) appeared for the defendant.

His Lordship said—I can state the facts of this case very shortly as follows: The plaintiff sues to recover £651, being balance due on a promissory note for \$751 which purports to have been given by the defendant in respect of money lent. The plaintiff gave in evidence very circumstantial details of the alleged loan transaction. The defence is, *inter alia*, that there was no money lent but that the instrument was given to secure the payment of a balance owing in respect of contracts to take two Chinese into the United States of America. It is urged that this was an agreement for the performance of an act which involved the violation of the law of a friendly State, and was therefore an illegal, or at any rate an invalid contract, unenforceable at law and in respect of which no liability could accrue. I may say at once that I do not accept the plaintiff's story, and that I do believe that of the defendant, at any rate with respect to the alleged consideration. I must then consider the adequacy of this defence. The Court has, of course, no judicial knowledge of the law of a foreign country. But evidence was given by the gentleman performing the duties of Consul-General of the United States in this Colony, which satisfied me that under the statutes dealing with immigration into the United States of America, Chinese, with the exception of members of certain special classes, are forbidden to enter the country. Breach of the law is punishable with fine and imprisonment. Now on the evidence I find that the men in respect of whom these agreements were entered into were not members of any excepted class, that they could only enter the United States in breach of the provisions of Immigration Law, and that it was fully understood by all parties to the agreement that this was the case. I am led to this conclusion by, *inter alia*, the language of the documents which were put in, and by the very high price, \$1,050 a head to be paid for passage money for men who were not going first class. Are then these contracts either illegal or invalid by the law of this Colony? Now the contracts were entered into in Hongkong. Payment was to be made partly in the Colony and partly in America. The performance of the contract by the plaintiff took place in America when the emigrants were landed there. There is, of course, nothing in our law to forbid Chinese landing in America or anywhere else. It seems quite clear therefore, that these contracts are not illegal by the law of Hongkong. Are they then invalid? Now, the law on the subject is enunciated by Mr. Dicey, *Conflict of Laws*, page 553, rule 184, as follows:—"The essential validity of a contract is, subject to the exceptions hereinafter mentioned, governed indirectly by the proper law of the contract." I will assume that the proper law here is the law of Hongkong. Mr. Dicey next gives certain exceptions to the general rule formulated above. The third exception is as follows:—"A contract, whether lawful by its proper law or not, is in general invalid insofar as (1) the performance of it is unlawful by the law of *lex loci solutionis*; or (2) the contract forms part of a transaction which is unlawful by

the law of the country where the transaction is to take place." It is suggested by the learned author that probably this exception does not apply to any contract made with a view to the violation of the revenue laws of a country not forming part of the British Dominions. But this suggestion need not be considered here as it is perfectly clear that the laws of the United States with regard to the immigration of Chinese are not in any sense revenue laws. Now, the contract being to land persons in a country where the laws of that country forbid them to be landed, it seems clear that the case falls within Mr. Dicey's third exception, and that this is an invalid contract in Hongkong. That is to say that the law cannot be invoked to enforce it, nor, on the other hand, could damages be claimed in our courts for a breach of it. Similarly, although one party has performed his part, he cannot sue to recover the consideration agreed to be paid. There is no obligation which the law will recognise, and no consideration to found liability; no consideration therefore for the instrument sued on. I must give judgment for the first defendant with costs.

A SOLDIER'S SUICIDE.

Yesterday morning a private at Murray Barracks committed suicide by shooting himself with a rifle. About ten minutes to six Private James Haddley, of D. Company, the Buffs, after having had a wash came along to the west gate of the Barracks, where the guard were posted, and picking up a rifle placed it to his mouth and pulled the trigger. Death was of course instantaneous, the bullet coming out at the back of his head. Deceased, who was 34 years of age and a native of Wimbledon, is believed to have brooded over family troubles at home. He was unmarried.

THE PRATES.

The Japanese cruiser *Asakichi* at present in Hongkong, will, we understand, proceed in a day or two to the Prates. Mr. Segawa, the Japanese Consul at Canton, and Mr. Nishizawa, the owner of the guano works in the islands, will accompany them for the purpose of making a valuation of the works there and completing arrangements for the Japanese interests being taken over by the Chinese.

WATER POLO.

BUFFS V. 83RD CO. R.G.A.
The match between the Buffs and the 83rd Co. R.G.A. in the Water Polo Shield Competition, which was unavoidably postponed on Wednesday, takes place at the V.R.C. enclosure at five o'clock this afternoon.

THE ANGLA-SIAMESE TREATY.

A FRENCH VIEW.

The *Courrier de Haiphong*, in the course of an article on the Anglo-Siamese Treaty says:—"We, the French, know how much the great and the audacious 'Gang des Siamois' politicians have cost us, and with short-sighted future. Here is a Treaty which has just been signed between Siam and England, which is a pendant to the one we obtained from Siam in 1907, and which constitutes for our empire in the Far East a grave economic defeat."

"For its relations with the West, Saigon is henceforth bound to remain tributary to Singapore. The passage which would have freed it—the cutting of the isthmus of Kra, which has so long been asked for—will now never be accomplished or, if it is, it will be British. The railway which England is to have built to Bangkok, access for that country a double economic victory. It will be a victory both against us, since the line is pointed to the Mekong valley, and against the Germans, since the port of Bangkok will be doomed to mediocrity, if not to ruin. This investment of British capital is calculated to secure for Singapore and Rangoon the trade of Siam and the Mekong valley."

"By the side of that what are the trifling advantages gained by us in our Treaty with Siam? Shall we be able to conjure away this new peril so manifestly directed against us? The situation is clear. If our railway does not reach Laos before that of Siam, we shall doubtless remain the political masters of the Mekong but we shall never draw any economic profit from it. The moment has come belatedly to lay down our railway in Siam itself, and to carry out the Barthelmy proposal, the necessity for which has long been evident. We must construct this railway on the right bank of the Mekong, and we must do so at once. We hope there will be no need to insist further on its pressing importance in order to obtain immediately from our politicians the indispensable millions."

PRESIDENT TAFT AND THE SOUTHERN NEGROES.

"The feeling between the white race and the coloured race in the South is growing better each year," declared President Taft at Washington on June 18th before handing diplomas to nearly 200 graduates of the two local coloured high schools and the coloured Normal School. "I do not care if there are extremists who differ from me," continued the President. "They do not represent the real white feeling in the South. As a negro labourer becomes more efficient, so does the industrial progress of the South move on. In the endeavour, self-restraint and industry, of the race itself lies its hope of success. I do not minimise your burdens, but those of the future are as nothing compared with those which you have already overcome."

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kawachi Maru* (European Line) left Shanghai on the 16th inst., and is expected here on the 19th inst.

The N.Y.K. str. *Inaba Maru* (European Line) left Singapore on the 16th inst., and is expected here on the 21st inst.

The N.Y.K. str. *Myori Maru* (Bombay Line) left Tuticorin for this port via Singapore on the 14th inst., and is expected here on the 28th inst.

The Ben Line str. *Beneluch* from Antwerp and London, left Singapore on the 15th instant for this port.

The C.P.R. str. *Empress of Japan* left Vancouver for Hongkong on the 14th instant a.m., via the usual ports of call.

The C.P.R. str. *Monteagle* arrived Amoy at 9 a.m. yesterday, and left again at 2 p.m. same day for Keelung where she is due to arrive at 6 a.m. to-day.

BANKS

[illegible]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 22nd July	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 24th July	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT	DELTA	About 28th July	Freight and Passage.
SHANGHAI, MOJI, KOBÉ and YOKOHAMA	SUMATRA	About 30th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th July, 1909.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NEWCHANG	"NANCHANG"	On 17th July, 4 P.M.
NINGPO and SHANGHAI	"PAKHOI"	On 18th July, 4 P.M.
SHANGHAI	"LINAN"	On 18th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 19th July, 4 P.M.
MANILA	"TEAN"	On 20th July, 3 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 22nd July, 9 A.M.
SHANGHAI	"CHINHUA"	On 22nd July, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 23rd July, 4 P.M.
SHANGHAI	"CHENAN"	On 25th July, 11 P.M.
MANILA	"TAMING"	On 27th July, 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. Telephone 36.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE,**
Hongkong, 17th July, 1909. AGENTS. 11

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 17th July, 4 P.M.
SAIGON	"HOPSAK"	Saturday, 17th July, 4 P.M.
SOUEYBAYA	"JASANG"	Tuesday, 20th July, 4 P.M.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Tuesday, 20th July, 4 P.M.
SANDAKAN	"MAUSANG"	Thursday, 22nd July, Noon.
MANILA	"LOONGSANG"	Friday, 23rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"KUTSANG"	Friday, 30th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 3rd Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Khat, Lahad, Datu, Simporna, Tawau, Jenkin, Jesselton and Labuan.

Telephone No. 61. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
Hongkong, 17th July, 1909. GENERAL MANAGERS. 16

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 17th July, 4 P.M.
RUBI	2540	R. W. Almond	Manila	On 24th July, Noon.

For Freight or Passage apply to

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GENERAL MANAGERS.

Hongkong, 16th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING: "HAIYANG" { SWATOW, AMOY and TUESDAY, 20th July, at 2 P.M. }
Capt. A. E. Hodgins { FOOCHOW. }

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—**DOUGLAS, LAPRAIK & Co.,**
GENERAL MANAGERS.

Hongkong, 17th July, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to All European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ:	FOR MARSSELLES, ROTTERDAM & HAMBURG:
S.S. SAKONIA ... 20th July	S.S. ISTRIA ... 21st July
S.S. DOBTMUND ... 27th July	FOR HAVRE & HAMBURG:
S.S. SPEZIA ... 13th Aug.	FOR HAVRE, ROTTERDAM, BREMEN, & HAMBURG:
S.S. C. FERD. LAEISZ ... 17th Aug.	S.S. SEGOVIA ... 31st July
S.S. AMERLA ... 27th Aug.	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. NYCOMEDIA ... 8th Sept.	S.S. SAMBIA ... 12th August
S.S. ... 15th Sept.	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 20th August

Further Particulars, apply to—

Hongkong, 15th July, 1909. **HAMBURG-AMERIKA LINIE,**
Hongkong Office. 12

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC Co., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBÉ	"INDIEN"	About beg. of Aug.
MARSSELLES, HAVRE, COPENHAGEN and GOTENBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to
Hongkong, 14th July, 1909.

MELCHERS & CO.,
AGENTS. 6

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSSELLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAWACHI MARU, Capt. H. Peterson, 6,500	6,500	WEDNESDAY, 21st July, at Daylight.
VIETORIA, B.C. and SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU and YOKOHAMA	SANUKI MARU, Capt. K. Homma, 6,500	6,500	WEDNESDAY, 4th Aug., at Daylight.
YOKOHAMA, SHIMIZU and YOKOHAMA	AKI MARU, Capt. K. Homma, 6,500	6,500	TUESDAY, 20th July, at Daylight.
YOKOHAMA, SHIMIZU and YOKOHAMA	KAGA MARU, Capt. M. Hagino, 6,500	6,500	TUESDAY, 17th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, HONOLULU and BRISBANE	YAWATA MARU, Capt. T. Sakino, 5,000	5,000	FRIDAY, 6th Aug., at Noon.
KOBÉ and YOKOHAMA	NIKO MARU, Capt. M. Yagi, 6,000	6,000	FRIDAY, 3rd Sept., at Noon.
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	INABA MARU, Capt. R. Takada, 6,500	6,500	FRIDAY, 23rd July, at 5 P.M.
SHANGHAI, MOJI and KOBÉ	CEYLON MARU, Capt. Fred. Pryce, 6,000	6,000	MONDAY, 26th July, at Noon.
NAGASAKI, MOJI, KOBÉ and YOKOHAMA	MOYOI MARU, Capt. J. C. Richards, 4,000	4,000	WEDNESDAY, 28th July, at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, 9,000	9,000	FRIDAY, 30th July, at 5 P.M.
	NIKO MARU, Capt. M. Yagi, 6,000	6,000	WEDNESDAY, 4th Aug., at Noon.

* Fitted with New System of Wireless Telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSSELLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU - (Capt. F. L. Sommer) - About Wed. 23rd July.
MISHIMA MARU - (Capt. A. E. Moses) - About Wed. 25th Aug.
ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.
MYASAKI MARU - (Capt. W. Bainbridge) - About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

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Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER. [15-93]

THOS. COOK & SON,

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AND

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FOR	STEAMERS	TONS	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, SHIMIZU and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson, 4,416	4,416	SATURDAY, 31st July.
	"SEATTLE MARU" Capt. ...	6,178	SATURDAY, 29th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

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FOR	STEAMERS	LEAVES.
Ports in the SWATOW, "DAIGI MARU" Capt. H. MURAYAMA	"DAIGI MARU"	SUNDAY, 18th July, at 10 A.M.
ANPING VIA SWATOW, "SOSHU MARU" Capt. K. SUGI	"SOSHU MARU"	WEDNESDAY, 21st July, at 10 A.M.
SHANGHAI VIA SWATOW, "BUJUN MARU" Capt. Y. FUSENO	"BUJUN MARU"	THURSDAY, 22nd July, at 10 A.M.
AMOY & FOOCHOW		

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

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T. ARIMA,
MANAGER.

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S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 25th, at Noon.
S.S. MANSHU MARU	500	Dec. 10th, at Noon.

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K. MATSUDA, Manager.

TOTO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

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CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length ... 722 feet
Length on Blocks ... 714
Width of Entrance on Top ... 96 1/2
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Water on Blocks at Spring Tide ... 34 1/2

Extreme Length ... 523 feet
Length on Blocks ... 513
Width of Entrance on Top ... 88
Width of Entrance on Bottom ... 77
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Extreme Length ... 371 feet
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Suitable for vessels up to 1,000.
THE WORKS are well equipped with
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